

Missouri Regional Transit Proposal - Governance Committee

June 12, 2008 Meeting Minutes

Mike Sanders, Chair- Chief Executive, Jackson County

Attendees:

Clay County – Craig Porter

KCATA – Fern Kohler

Parkville – Jerry Richardson

Blue Springs – Carson Ross

Jackson County – Bob Spence

Jackson County – Mike Sanders

Grain Valley – Chuck Johnston

Platte County – Ed Quick

Gladstone – Mark Revenaugh

MARC Staff – David Warm, Mell Henderson, Tom Gerend, Gerri Doyle

Armstrong Teasdale – Joe Bednar

Jackson County – Robbie Makinen

Summary of Key Discussion Points:

1. Discussion of the provisions of the existing enabling legislation.
2. Discussion of the role of the governing body and its relationship to the MARC board
3. Equity representation between the counties and cities participating in funding the regional system.

General Consensus Points:

1. Regional financing mechanism should be governed by a regional board.
2. Need equity in representation
3. Governing body should be accountable and composed of elected officials
4. Minimize redundancy with other agencies and coordinate with existing agencies

May 30th Meeting Overview:

Mr. Gerend gave a summary of the discussion and themes heard at the May 30th Mayor's Summit.

Mr. Gerend also gave an overview of the matrix to help the group move forward. Matrix includes develop overriding principles, criteria, formalize options and select preferred concept. All materials from the subcommittee meetings will be posted on the webpage linked below:

<http://www.marc.org/Transportation/motransitproposal.htm>

Mr. Sanders began the meeting by asking the group about the role of the governing body and the membership. Mr. Johnston commented that state and federal regulations

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may regulate what the governing body may or may not do. Mr. Sanders asked what must be done to access federal funds. Mr. Bednar indicated that the current study conducted by ATA is limited to the LRT project and enquired whether the ATA study could be modified to answer questions and issues with the Smart Moves plan. The group engaged in a general discussion regarding committee compliance with federal and state statutes and accessing federal funds.

Mr. Warm provided the group with background information to inform the discussion. The KCATA is the regional transit authority and designated federal recipient for funds. Any other vehicle that the group might want to use would require legislative authority to be in place first. All federally funded projects must go through MARC's transportation planning process. The existing legislation works within that framework. It provides a mechanism for overseeing the money raised and determining how the money should be spent. The governing board would then contract for service with ATA or another entity to operate. The governing board was not meant to be an operator of transit.

MARC's role in the process is the adoption of the regional transit plan. The existing legislation provides the mechanism for collecting and dispersing the funds collected by the participating jurisdictions. MARC and the MARC Board could not spend money without the governing body of elected officials giving direction first.

PLEASE NOTE: Supplemental information on governance structure and concepts can be found in the document Governance Options.doc.

Mr. Ross noted that it seems like there are two pools of money, and Mr. Warm replied that the ATA has many funding sources. This would be a new source of money that is structured in a manner similar to the Union Station bi-state tax.

General discussion of MO 515 and other options available began. Mr. Bednar gave an overview of other statutory means for providing transportation funding to a project and overview of the oversight mechanism for each.

Mr. Sanders asked the group if the governance board would make decisions about more than accountability. Who will make decisions about changes to the visions as necessary based upon conditions at the time?

Mr. Quick suggested a Board structure for the oversight of any new transit funding in the region. He suggested a nine (9) member board with one commissioner from each county or the county executive and six others. The group then had a general conversation about how to include Kansas City representation on the Board.

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The group continued discussing the possible board structure and power of the members. What authority would the board have to adjust lines? Mr. Warm indicated that the existing legislation allows the governing board to make adjustments as long as within the overall transportation program. Mr. Bednar agreed that flexibility for the board is key.

Mr. Ross asked how determine the member cities, in the 9 member board structure. In particular, he asked in which county KCMO would be represented and how members would be appointed. The group entered a discussion of how to achieve equity in representation and noted that each county had different areas that had competing interested and would want representation.

Mr. Ross further noted that many cities are not paying for transit, and that the services being supported with Blue Springs funds are serving cities farther east in Jackson County, but those communities are not willing to help support the service. Mr. Ross is not comfortable with rushing to November. He wants to make sure that this plan is structured correctly and will work for the KC region.

Mr. Warm asked the group what a successful board would look like. Mr. Warm asked whether the group assumed or wanted to continue with the assumption that a governing board should be accountable and made up of elected officials. The group seemed to generally agree that a governing board should be made up of local elected officials. Mr. Warm indicated that there are models that can use to force the group to come to consensus without actually having to create a means to achieve parity in representation. These mechanisms provide a balance of power among members even if the representation is not perfectly even.

The group discussed the visual provided to the group and discussed how to represent Kansas. Mr. Richardson indicated that even though Kansas is not a part of the current planning work, we should address the eventuality of Kansas being a part of the regional transit system.

Mr. Sanders indicated that everyone needs to understand that they will not get a dollar for dollar return on the funds generated. Mr. Quick indicated that it will be critical that everyone feel that they have an equal voice. Mr. Johnston suggested using a model suggested by the mayor of Sugar Creek, in which representatives would have a set term and membership would rotate within each county.

Mr. Sanders summarized the questions before the group:

1. What does the group need to know legally?
2. What model does the group want to follow?

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Mr. Spence indicated that eastern Jackson County citizens are very interested in transit, but want to make sure that they get equal consideration and that they are not the last in line. Mr. Johnston indicated that lines stop in Blue Springs and that the system has to start somewhere, so that the members have to let people know that they have potential for future service.

Mr. Sanders indicated that he felt as if the group needed more information before they could move forward. Members of the group nodded in agreement, and so Mr. Sanders suggested the following.

1. MARC, Mr. Bednar, Mr. Sanders and legal council from Kansas City meet to discuss the existing enabling legislation and other existing funding mechanism and provide a report to the group
2. Review options for structure of a governing board
3. Send suggestions to MARC staff and staff will compile these and distribute all the suggestions back to members.

Next Meeting: June 18, 2008; 9-11 a.m.; Heartland Room, MARC Conference Center